

DESIGN AND ACCESS STATEMENT

FOR THE

**PROPOSED DEVELOPMENT
OF VACANT LAND**

AT

**1A INGLEDENE CLOSE
HAVANT
PO9 1DG**

**FOR A
DETACHED ONE-BEDROOM BUNGALOW**

CLIENT

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1.00 INTRODUCTION

1.01 PRE-APPLICATION ENQUIRY

Although the response to a pre-application enquiry was generally positive in respect of the building type, location and need, reservations were expressed in respect of size and scale of the proposed dwelling and particular issues with its dominance and location on a small, sloping site. The submitted application addresses all the matters raised and has been reduced to address the principle concerns of being overly dominant and cramped. Significantly, the application is for a one-bedroomed dwelling with an internal floor area of 71.25 sqm. Boundary distances have been increased, and the overall impact of the proposed dwelling is modest and in character with its neighbours in Ingledene Close.

Much of the very detailed response to the pre-application enquiry researched the authority's planning and environmental policy in respect of the site. In this regard the proposal was not considered compliant.

The replacement tree for the felled Monterey cypress with a TPO is retained with sufficient soft landscape for healthy roots as it matures.

There is a low-pressure gas main in the access road which forms the northwest boundary of the proposed site and there is no proposed disturbance of the access road.

Mains drainage is available in Ingledene Close.

1.02 SITE HISTORY

Ingledene Close is a private cul-de-sac and unadopted road connecting into New Road, the latter a continuation of Bedhampton Road, Havant. The cul-de-sac has a wide bellmouth entry from the busy main road (B2149) and these two roads form two of the boundaries of the proposed development site.

The land was retained for future development when the Bedhampton Self-build Cooperative secured a parcel of land extending from Bedhampton Road/New Road to the access to Ingledene Close. The self-build development, constructed in the early 1970's, comprises three pairs of semi-detached, two-storey residential properties with garaging at the rear accessed by a private estate-road off Ingledene Close. Ingledene Close is an arcing cul-de-sac with predominantly semi-detached bungalows either side of the road, the majority constructed in the late 1930's before the outbreak of WWII.

The undeveloped land, between the proposed site and the existing self-build housing, is private open space and designated car parking for the residents of the self-build properties.

Adjacent to this, and fronting both New Road and Ingledene Close, is the proposed site, retained for development as a retirement home for a single person. Initially used by the owner as a private allotment, it has fallen into disuse awaiting a detailed development proposal for the site.

1.03 EXISTING USE

The part-enclosed parcel of land is undesignated and unsecured but the owner keeps the vegetation under control and the boundary to the public highway secure. A section of hard surfacing is occasionally used for additional private visitor parking by the owner. The applicant's land ownership extends to include the grass verge (maintained by the owner) and to the centreline of the adjacent, unadopted road, Ingledene Close.

2.00 CONTEXT

2.01 THE LOCATION

The boundary adjacent to the back edge of the public footpath of the well-used feeder road, New Road, is at the point where the road straightens out after the sharp bend in the road necessitated by the railway line and the nearby Bedhampton Station. The sharply reduced traffic speed reduces the traffic noise and pollution which would otherwise impinge on the site. The cul-de-sac serves only low-rise housing principally providing pedestrian and vehicular access for residents and their visitors. Consequently, it is a quiet road with only slow-moving local traffic. Road and footpath maintenance of Ingledene Close is the responsibility of those residents with properties having access. The section of verge and road adjacent to the proposed development site falls into a similar ownership responsibility for the owner/applicant.

The subject land is bounded to the northwest by the metalled access road which services the garages and rear garden of the self-build houses. It additionally provides access to the rear of a small number of properties in Ingledene Close.

2.02 TOPOGRAPHY

The land falls gently from north to south. Adjustment to the levels to accommodate has been minimised by the use of patios and tiered steps, and the natural fall remains undisturbed for the soft landscaped spaces.

2.03 SETTING

The local area is predominantly residential including the B2149. The railway line behind the properties on the south side of the B2149 has a crossing where the Bedhampton Road turns at right angles to become New Road. Bedhampton Road as previously described is predominantly residential and New Road continues with residential properties, both semi-detached and terraced on both sides. The proposed residential development is consistent with the planning policy for this area of Havant and essentially 'fills a gap'.

2.04 LOCAL COMMUNITY

Bedhampton Road, becoming New Road, is a feeder road to the north of Havant, which is bounded with housing, occasional office use and disparate local retail units. Within a short distance is a large car dealership and garage, a community centre, a railway station and good local facilities with a public park, tennis courts and bowling green. There is a primary school at the end of Ingledene Close. The railway crossing, where the B2149 turns sharply to the east, connects to West Street which is the principal artery leading to the town centre with extensive shopping and a number national retail companies trading.

2.05 PLANNING POLICY

Providing any proposed development meets the local authority policy guidelines, additional housing is supported in this area.

2.06 GREEN ISSUES

Ingledene Close has a sewer, mains water, electricity, and gas. There is potential for collecting surface water from roof coverings. The installation of photovoltaic panels on the southwest facing roof slope is eminently suitable, as this roof slope has an uninterrupted aspect to the south, sufficiently distant from overshadowing buildings. The construction will exceed the current statutory standards for thermal insulation and will incorporate efficient underfloor heating. Advice will be sought on the heating source to ensure a carbon neutral solution is adopted. The fall of the land will facilitate an undercroft for a water storage tank for recycling surface water from the pitched roof providing water for flushing wc's, garden watering, car washing etc.

3.00 DESIGN PRINCIPLES

3.01 AMOUNT

The site is not large but is appropriate for a single, small dwelling, the chosen development of a single-storey residential unit for a retired single person is in character and scale with the bungalows in Ingledene Close many of which have dormers and rooms in the roof voids.

3.02 SCALE

The scale has been dictated by the adjacent dwellings in Ingledene Close. There is no aesthetic justification in replicating the design of those dwellings, especially as the access road to the proposed development site (and the rear of the self-build properties in Bedhampton Road) breaks the rhythm of semi-detached bungalows, many with more recently added dormers. However introducing a completely new aesthetic would change the rhythm of steeply pitched roofed bungalows. The site is not suitable for a larger dwelling, being constrained by the development site area. The form and height has been modelled to complement the original footprint of No1 Ingledene Close. No 1 is unusual in being a detached bungalow although it has been extensively extended. The proposed ridge line for 1a will be similar to its neighbour, as will their respective floor levels.

3.03 LANDSCAPING

Originally this site was dominated by a very large tree, Macrocarpay/Monterey Cypress with a TPO, at the acute angle of the New Road boundary with the highway. However, a large branch severed and the tree was deemed unsafe and recommended, by the borough arboriculturist, to be felled. A replacement tree was recommended and planted well away from the boundary and this is protected with a TPO. The tree and its rooting system will be unaffected by the development and will in time enhance the site. The majority of the undeveloped site will be soft landscaping, with hard landscaping restricted to parking for one car, a footpath and two patio areas.

3.04 APPEARANCE

The architectural character results from a modern interpretation of the traditional style in the neighbouring cul de sac of bungalows. Constructed with traditional materials of red stock brick and plain clay tiles, the vertical emphasis to the Upvc glazing, and the use of roof windows and a 'Cabrio' roof window balcony, will provide a 'room in the roof' and avoid the more dominant appearance of a 'two-storey' house or even that of a 'chalet' bungalow.

3.05 JUSTIFICATION FOR A PROPOSED DWELLING

The six semi-detached, self-build houses and their associated access and parking was the principal phase of this development in the 1970's. The remaining plot was considered inappropriate for a two-storey single family dwelling and was reserved for a small retirement dwelling in scale with its neighbours in Ingledene Close. The proposed bungalow offers this completion of the development site and provides a small retirement home which will release one of the original self-build residential units for a young family.

4.00 ACCESS

4.01 INGLEDENE CLOSE

This is an existing private cul-de-sac constructed in the 1930's, serving 20 semi-detached bungalows with an extended 'hammerhead' serving a long 'horseshoe' of terraced bungalows. This small development at the entrance to the Close, will have a negligible impact on the existing use and will not increase the on-road parking or disadvantage neighbouring properties. An access to the site already exists, and there are no proposals to change this or the character of the entrance off Ingledene Close. Site lines are not compromised. It is likely that the single

parking bay will be approached in reverse gear as there is greater manoeuvrability further into the adjacent parking area.

4.02 NEW ROAD

This feeder road, serving Bedhampton from the A3(M) with its link to the A27 and Drayton, continues and interconnects with the main north-south highway linking Rowlands Castle in the north and Hayling Island in the south.

4.03 WEST STREET

This is the connecting east-west road through Havant town centre. It intersects with the B2149 where Bedhampton Road changes to New Road and almost immediately is interrupted by a level crossing adjacent to Bedhampton Station.

4.04 PEDESTRIAN ACCESS

There are no changes proposed to the pedestrian access to the site. There is ready pedestrian access and a public highway to all amenities.

4.05 PUBLIC TRANSPORT ACCESS

There are regular bus services linking all the surrounding areas with bus stops in Bedhampton Road and New Road. Bedhampton Station is diagonally opposite the proposed development site and the main Havant station for the London, Portsmouth and Southampton trains is within a comfortable walking distance.

4.06 PARKING PROVISION

There is adequate parking for the immediate neighbourhood, both on and off-street. The proposed development will provide parking to meet the current standard required by the Borough Council.

4.07 SUSTAINABILITY

Foul drainage will be to the existing main sewer in Ingledene Close. Surface water will be collected for reuse with none dispersed onto public or private highways. All other surface water will percolate through hard and soft landscaping to satisfy SUDS. It is proposed that heating will be provided by electricity possibly using air-source heat pumps. Sustainable and locally sourced materials will be used where available, and the property will exceed the insulation standards required by the Building Regulations obtaining at the time of construction.

4.08 EMERGENCY SERVICES

Access is typical for residential roads in Havant, and the proposed development will not intensify access or demand or pose any additional complications for emergency services.

5.00 SUMMARY

5.01 CREATING THE DESIGN SOLUTION

The objective has been to introduce a small additional dwelling with sympathetic, but modern façades, replicating the scale and rhythm of Ingledene Close, whilst introducing contemporary details, materials and finish. The impact on the adjacent residential roads will be minimal, with no increased street parking, by using an existing access from an established road to the site. The proposed development will not result in a loss of on street or off-street parking. The design principle is to replicate the scale of the existing bungalows, using traditional harmonious materials and detailing, avoiding adverse reactions by the local community whilst not creating any significant impact on the infrastructure.